

UNITED STATES COAST GUARD

Astoria, Oregon
2 July, 1942

CAPTAIN OF THE PORT

S. P. & S. Railway Co.
Astoria, Oregon

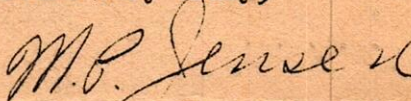
Gentlemen:

By direction of the Commandant, 13th Naval District, the Captain of the Port of Astoria is defining certain areas of the waterfront in the lower Columbia River as restricted areas. Rules and regulations are also being prepared to assure the security of navigation and waterfront facilities. Inclosure is forwarded for your perusal inasmuch as this regulation in many respects will concern your organization and plants.

The Waterfront Security Committee will meet at 8:00 P.M. Monday, 13 July, 1942, in the County Court House, Astoria, Oregon, and you are requested to designate a member of your firm to attend this meeting for the purpose of discussing the proposed regulations. You are invited to submit comments and recommendations in the premises.

Your cooperation to prepare proper regulations for the safety of the port without unduly interfering with private enterprise will be greatly appreciated.

Yours very truly,



M. P. JENSEN
Lieutenant Commander, U.S.C.G.
Captain of the Port, Astoria.

Incl.

CAPTAIN OF THE PORT

A S T O R I A

RULES AND REGULATIONS

for the

PORT OF ASTORIA

ORDER NUMBER ONE

1942

CAPTAIN OF THE PORT, ASTORIA

ORDER NUMBER ONE

RULES AND REGULATIONS FOR THE PORT OF ASTORIA

Pursuant to the Proclamation issued by the Commandant, Thirteenth Naval District on _____, 1942, a copy of which is attached hereto as Exhibit "A" and made a part hereof, and in conformity with Presidential Proclamations, Federal Statutes, and Federal Regulations relating to the movement of vessels and the protection of vessels, ports, harbors, and waterfront facilities during time of war, the following Rules and Regulations are issued for the protection of life and property in the waterfront areas of the Port of Astoria, and adjacent waters of the lower Columbia River.

ARTICLE I

DESCRIPTION OF RESTRICTED AREA

For the purpose of control, the Restricted Area shall be as set forth in Exhibit "A".

ARTICLE II

ADMITTANCE TO WATERFRONT RESTRICTED AREA

No person shall be admitted to, employed on, or remain within this area, except (1) upon a reasonable showing of necessity therefor and (2) that he have on his person an identification card or certificate bearing the following:

1. Photograph of bearer.
2. Description of bearer.
3. Signature of bearer.
4. Print of at least one (1) designated finger of bearer.
5. Authentication by a Federal, State, County, or Municipal agency.

Fingerprint record of bearer must be filed with the F.B.I. Such cards and certificates are to be used for identification purposes only and are not intended to constitute a pass. Provided that, in case of emergency, a group of duly authorized Federal, State, or Municipal law enforcement officers or firemen seeking entrance in response to such emergency may be admitted upon the proper identification by one of their number who will and can vouch for the others. Provided that passengers going to and from passenger vessels situated in this Area and persons desiring access to ferry landings and retail establishments shall not be required to possess the above identification.

Persons without identification or persons identified with "PINK" U.S. Coast Guard identification cards (form 2514) will not be allowed to enter or be employed in the Restricted Area.

ARTICLE III

ADMITTANCE TO PIERS, CANNERIES, AND WATERFRONT FACILITIES

Persons possessing a proper identification card, as outlined in ARTICLE II (1) may be admitted to the offices of piers, canneries, and port facilities upon showing such card. Owners and managers of waterfront facilities shall admit no one except regular employees of such pier or port facilities to the operating portion thereof without a pass issued under authority of such owner or manager. Before issuing such pass it shall be the responsibility of the owner or manager to assure himself that the applicant has proper identification, has necessary business on the property and is a proper person to be permitted access to the property.

Owners, managers, and operators of waterfront facilities shall keep themselves advised as to the meaning and effect of the various color classifications of Coast Guard Identification Cards. Such information may be obtained by calling at the Coast Guard Identification Office.

Waterfront facilities shall issue a pass to all regular employees, which pass may remain in force for the period of employment or until surrendered, or cancelled. Such pass will bear the Coast Guard Identification Card serial number of the bearer.

Nothing in these regulations shall be construed to exclude from any pier or facility properly identified Federal, State, or Municipal law enforcement officers or firemen requiring admission thereto on official business.

ARTICLE IV

ADMITTANCE TO SHIPS

Masters, owners, agents, charterers and managers of ships moored or berthed in the Restricted Area shall use due diligence in preventing possible saboteurs or enemy aliens from boarding such ships. Members of the armed forces and Federal, State, and Municipal law enforcement officers, in the course of duty, may be admitted upon the showing of proper identification. All others must, in addition to a passenger ticket or their proper identification card or certificate, be individually admitted by said master, owner, agent, charterer, or manager of each such vessel. Individual admittance may be carried out by a well regulated pass system. Persons regularly employed may be issued a term pass; others must be issued a pass good for one visit only.

ARTICLE V

EMPLOYMENT ON SHIPS, PIERS, CANNERIES, SAWMILLS, AND OTHER WATERFRONT FACILITIES.

No person shall be employed on any ship engaged in trade and berthing in the Restricted Area, unless he shall possess a Seaman's Certificate of

Identification or a Coast Guard Identification Card. No person shall be employed on any vessel undergoing repair or outfitting in the Restricted Area unless he shall possess a Coast Guard Identification Card or a similar means of identification which entails the photographing and taking of fingerprints and the recording of same with the Federal Bureau of Investigation in Washington, D.C.

No person shall be employed on any facility in the Restricted Area unless he possess a means of identification which entails the photographing, taking of fingerprints and recording of same with the Federal Bureau of Investigation in Washington, D.C.

ARTICLE VI VEHICULAR TRAFFIC

Vehicular traffic within the Restricted Area will be limited to commercial vehicles and vehicles used by persons employed on facilities within the area, and kept to a minimum. Drivers of vehicles traversing the area shall be prepared to stop, identify themselves, answer questions and give reasons for their presence to police officers and guards within the Restricted Area.

ARTICLE VII

PARKING

Parking in the Restricted Area shall be in areas designated by the owner, operator, or manager of the facility, and subject to the approval of the Captain of the Port.

No designated parking areas can be on planking over piling, or in any structure supported all or partially by piling which extends over the water or tide lands.

All parking must be regulated by the owners, operators, or managers in such a way as to allow free access to emergency vehicles such as fire fighting apparatus, police cars, ambulances, etc. Guards or police officials may move vehicles without notice.

ARTICLE VIII REMOVAL OF FIRE HAZARDS

Property owners within the Restricted Area are directed to take steps to remove all rubbish, trash, and similar fire hazards.

All machinery installations, boilers, stoves, or spaces used in welding operations shall be inspected to see that proper safeguards have been taken to guard against fire, and that fire extinguishing equipment is installed close by.

ARTICLE IX

SAFETY PRECAUTIONS AND REGULATIONS FOR PIERS

1. Motor Vehicular Traffic on Piers in Restricted Areas.

Motor vehicle traffic over and upon piers shall be reduced to a minimum. No motor vehicle shall be parked upon any pier unless such vehicle constitutes a part of the regular cargo handling equipment of said pier, or is used for other business of said pier. This does not, however, apply to motor vehicles awaiting ferry transportation, or trucks unloading or awaiting turn for discharge of cargo. Transient trucks and automobiles shall be allowed to remain on piers only long enough to load and unload cargo. The number of vehicles permitted upon the pier at any one time shall be limited to a number determined by the Captain of the Port, and such vehicles shall not be permitted to block the central aisle. They shall be turned as soon as possible so that they will face the land end of the pier and can be driven off the pier in the event of an emergency. The motors of trucks shall be stopped while the trucks are being loaded or unloaded. The replenishing of the fuel supply or making of repairs shall be prohibited upon the pier or wharf. Any truck or automobile, whose fuel supply has become exhausted or needs repairs, shall be towed from the pier.

2. Mechanical Equipment on Piers.

Tractors, tractor cranes, lumber carriers, tiering machines and similar equipment operated by internal combustion engines or electric motors that are a part of the pier and wharf equipment shall be of approved construction. They shall not be stored, repaired, serviced, or have their fuel supply replenished upon the pier, unless this is done in a garage space approved by the Captain of the Port. Each machine shall be equipped with an approved fire extinguisher of the CO2 or carbon-tetra-chloride type.

3. Cargo Storage.

Cargo shall be stored in an orderly manner. In arranging cargo storage, aisle spaces shall be provided for free access of fire apparatus.

4. Cargo Piles, size and clearance.

When cargo is piled beneath trusses, beams, girders or other structural members of the pier, a clearance of not less than thirty-six inches shall be maintained. Cargo shall not be stored or placed so as to interfere with the closing of fire doors, cargo or other openings or any auxiliary fire extinguishing equipment. When the quantity of cargo stored upon a pier is small, as generous a distance as possible shall be maintained between the piles, and material of a readily combustible nature shall be placed near the shore end. Where the quantity of cargo is large, piles of quick burning material shall be interspersed as much as possible by piles of less combustible material.

Cargo possessing particularly hazardous qualities in itself or which may produce hazardous compounds or mixtures if it shall come in contact with other materials, shall be segregated. Such merchandise shall be placed near the shore end of the pier in a location where it will be readily accessible to the Fire Department and where it may be quickly removed.

5. Watchmen.

All piers and waterfront facilities, except those completely under the control of the Army or Navy and those principally engaged in the execution of defense contracts with the Federal Government, shall maintain such watchmen as the Captain of the Port shall approve. These men shall be citizens of the United States who are acceptable to the Captain of the Port. The owners shall submit the names of watchmen to be hired after making a thorough investigation of each case. In submitting names, owners will include the serial number on the Coast Guard Identification card of each applicant. The prior owners will see that the watchmen are appraised of all safety equipment on their piers and that they are furnished copies of any safety information or regulations that may be issued from time to time by the Captain of the Port.

ARTICLE X

SAFETY PRECAUTIONS AND REGULATIONS FOR SHIPS

All vessels trading in the Port of Astoria shall observe the following rules:

1. Ships, lighters, barges, or other vessels shall be moored in an orderly manner with forethought to their rapid removal in the event of fire, either on the pier or vessel. Space shall be maintained for the manipulation and operation of fireboats.

2. Barges, scows, rafts, or small craft shall not lie alongside larger vessels longer than is necessary to accomplish the legitimate business of the visit.

3. Lines, ladders, nets, or slings shall not be allowed to hang over the side when not in actual use.

4. On steam powered vessels, steam shall be maintained on one boiler at all times.

5. Vessels shall be lighted in such a manner as to fully illuminate the sides and under the counter. This lighting shall not be installed in a manner to interfere with the navigation of other vessels in the area.

6. The master of a vessel shall, before initiating any burning or welding operation on board such a vessel, put into effect the following precautionary measures against fire:

(a) Station a competent fire watchman at the scene of each welding or burning operation.

(b) In all cases where welding or burning involves the passage of heat through a deck or bulkhead, two watchmen shall be provided, one in each compartment separated by such deck or bulkhead.

(c) Each fire watchman shall carry ready for instant use a fire extinguisher of a type approved by the Underwriters.

(d) Fire hoses shall be laid out as near as practical to the scene of operation with pressure at the nozzle. (minimum of 50 pounds pressure).

7. An efficient gangway watch shall be maintained at all times on ships engaged in foreign, coastwise or intercoastal trade. Gangway watchmen shall be instructed to enforce Safety and Security measures and to examine all packages taken on board for the purpose of preventing dangerous and prohibited articles from being taken on board.

8. The owner of every vessel engaged in foreign, coastwise, or intercoastal trade shall, while said vessel is berthed at any waterfront facility in the Restricted Area, maintain the following watch on board in addition to the gangway watch mentioned in the preceding paragraph:

- 1 Licensed Mate or Master.
- 2 Able Seamen.
- 1 Licensed Assistant Engineer or Chief Engineer.
- 1. Oiler.
- 1 Fireman or waterfender.

9. The mate and the engineer officer mentioned in the preceding section shall be on the alert throughout his watch and no licensed officer on any ocean or coastwise vessel shall be required to do duty to exceed 9 hours out of any 24 while in port. Said watch officers shall personally inspect all parts of the vessel under their control at least 3 times during each four hour watch and shall enter in their respective log books the results of said inspections setting forth the time and duration of each. The master of each ship shall so divide the ship that all parts thereof will come under the control and responsibility of either the deck or the engineer watch officer.

10. The owner of every vessel engaged in foreign, coastwise or intercoastal trade shall, while the vessel is being loaded, station cargo watchmen, one in each hold, who shall observe the storage of the cargo with the view to detecting the presence of matter, material, or any substance that may indicate an attempt at sabotage and to observe the movements of all persons working the hold. This person shall be one approved by the Captain of the Port, who will designate persons approved for the duty.

Cargo watchers shall carry an approved fire extinguisher while on duty. The name of this person, as well as the names and identification card numbers of all stevedores and others working a hold shall be recorded by the owner and turned over to the Captain of the Port, daily.

11. All goose necks, vents, and ventilators must be screened with heavy screening of the hardware cloth type.

12. All compartments or lockers containing explosives, guns, ammunition, or inflammable sea stores shall be locked.

13. The bridge, chartroom, engine room and other vital portions of the vessel shall be locked while the vessel is berthed at piers in the Restricted Waterfront Area.

14. Any attempt at sabotage shall be reported immediately to the Captain of the Port, Astoria. All fires shall be immediately reported, first to the Astoria Fire Department, telephone 17, then to the Captain of the Port.

15. If a bomb or suspicious package is found on board, the Captain of the Port's office shall be notified immediately.

16. When a vessel in the foreign, coastal, or inter-coastal trade makes port, the master shall give the dock superintendent a crew list, stating name, nationality, rating and whether or not allowed to go ashore. The superintendent will then prepare passes to be given each crewman as he leaves the ship. As the crewman leaves the dock he will be checked off the crew list by the watchman. When the crewman returns he will be checked at the gate and his pass will be picked up as he boards the ship.

17. No small craft such as fishing boats, cannery tenders, etc., shall be left tied alongside any dock or waterfront facility unless a man is left on board, or is employed on the pier, who is capable of moving such vessel in case of fire or other emergency. Boats moored in moorage basins or regular moorages where a watchman is regularly employed will not be required to maintain a man on board.

ARTICLE XI

CAMERAS IN RESTRICTED AREA

No person shall use a camera in the Restricted Area to photograph any ship or facility now used or capable of being used in the furtherance of the National defense effort, without the permission of the Captain of the Port.

M.P. JENSEN,
Lieutenant Commander, U.S. Coast Guard,
Captain of the Port, Astoria, Oregon.

C.S. FREEMAN,
Rear Admiral, U.S. Navy,
Commandant, 13th Naval District.

APPROVED:

PROMULGATED:

PROCLAMATION

WHEREAS, by Executive Order No. 9074, signed by the President of the United States on February 25, 1942, the protection of vessels, ports, harbors, and waterfront facilities was made a responsibility of the United States Navy, and,

WHEREAS, such responsibility, with respect to the Thirteenth Naval District, has been delegated by competent authority to the Secretary of the Navy, acting through the Commandant of the Coast Guard, District Coast Guard Officer, and Captains of the Ports, Thirteenth Naval District, together with the powers and authorities contained in said Executive Order No. 9074, and,

WHEREAS, certain regulations and protective measures are and will become necessary for the protection of vessels, ports, harbors, and waterfront facilities within the Thirteenth Naval District, as herein after described, subject to such additional measures as may from time to time become necessary.

NOW THEREFORE, by virtue of the responsibilities, powers, and authorities vested in me for the adequate protection of vessels, ports, harbors, and waterfront facilities within the Thirteenth Naval District, and as a matter of military necessity, I, as Commandant, Thirteenth Naval District, do proclaim and publish the following measures for the purposes above-mentioned:

I

The area described below, covering certain areas in the lower portion of the Columbia River is declared to be a Restricted Area subject to the jurisdiction of the Captain of the Port, Astoria, Oregon, to be governed by such rules and regulations as said Captain of the Port may promulgate for the purposes mentioned in the preamble hereto.

1. Description of Restricted Area in Hammond, Warrenton, and Astoria, Oregon:

The plant of the Point Adams Packing Company of Hammond, Oregon, including all their property situated on the waterfront. The plants of the Hovden Sea Food Co., the Cypress Fisheries and the Columbia River Fisheries Company of Warrenton, Oregon, and the area from the west boundary of the Hovden Sea Food Company at the waterfront. Then southerly to the S.P. & S. tracks, northerly to the east boundary of the Columbia River Fisheries Company, then northerly to the waterfront. The Skippanon River from the north boundary of the Prouty Mill property south along Prouty Ave. and Main Street, east on Second Street to Water Street to SP&S Ry. Co. track, then easterly to a point 50 yards above the highway bridge at Warrenton, then across the river and down east side dike to a point below the old abandoned mill.

The Lewis and Clark River Area: The plant and property of the Astoria Marine Construction Company shipyard, from a point on the east bank of the river 200 yards south of the south dike of the mooring basin on the south side of the shipyard, then easterly to a line on the east side of lot 96 of Jeffer's Gardens, then westerly

to the top of the dyke on the east side of the Lewis and Clark River, then northerly along the top of the kyke to and including the highway bridge.

Astoria Waterfront Area: From the south side of the old dock opposite Daggets Point, northerly along the shoreline including the shingle mill property, to and including the property of the Gas and Electric Companies, then northerly along the shoreline including radio station KAST, to and including the property of the Columbia Boat Works, and the Union Fish Co-op plant. Then along the shore to the SP&S Ry. mainline at the west boundary of the Standard Oil Company plant on the Port of Astoria property including all the Standard oil plant, then westerly along the SP&S Ry. tracks and taking in the Texaco Oil Company property located south of the SP&S Ry. tracks just west of Portway, and including all of the plant of the Tidewater Associated Oil Company located south of the SP&S Ry., adjacent to the Port of Astoria mooring basin, easterly on SP&S Ry. tracks to SP&S trestle, located at the east end of the Union Fishermen's Co-op Pkg. Co., property, easterly to intersection of Bond Street and Astor Street, easterly on Astor Street to 10th Street, thence follow SP&S Ry. mainline to 36th Street south to Leif Erickson Drive, easterly to 44th Street, but not including those persons attending regular classes at the Vocational School. Then north to and easterly along Columbia River bank taking in Lindstrom's Boat Works and extending easterly along the River bank to 49th Street, south to Birch Street, then north-easterly following the river bank to boundary of TONGUE POINT NAVAL AIR STATION.

2. Description of Restricted Area in Chinook and Ilwaco, Washington:

Ilwaco, Washington: Starting on the west side of the Columbia River Packer's Association property, including all the said packing company property and piers, then northerly along the shore to the Port of Ilwaco property taking in all said Port property and all the cannery and property of the McGowan Packing Company, and including the property and plants of the Standard Oil Company, and the Union Oil Company which adjoins the Port property on the north.

Chinook, Washington: The plant and property of the Chinook Packing Company.

3. Description of Restricted Area in Westport, Wauna, and Bradley, Oregon.

All of the property of the Westport Lumber Company, of Westport, Oregon. All of the property of the Wauna Lumber Company, of Wauna, Oregon. All of the property of the Bradley Woodard Lumber Company, of Bradwood, Oregon.

Facilities operated by the United States Army and Navy will not be within the jurisdiction of the Captain of the Port. Persons employed in such facilities will comply with rules and regulations promulgated by the Captain of the Port while in the restricted area.

II

All persons are enjoined and directed to comply with such regulations as may be promulgated by the Captains of the Ports, Thirteenth Naval District, for the protection of life and property within the restricted area.

Seattle, Washington
1942

C.S. FREEMAN,
Rear Admiral, U.S. Navy,
Commandant.